



Putting the “Transportation” in Transit Oriented Development

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Transportation Benefits of TOD

- Decreased automobile dependency
- Reduced Vehicle Miles Traveled through mode shift
- Improvement in local and regional air quality
- Leveraging of existing transportation investments
- Greater opportunities for walking and bicycling – improved public health outcomes



Realizing Mode Shift Objectives

- TOD convenience draws new transit riders
- Design reduces auto trips
 - Decreases local auto trips
 - Changes park-and-ride trips into walk or bicycle trips within TOD catchment area
- Multi-modal nature encourages connections between modes



Rapid Transit TOD

- Rapid transit offers the most ridership potential due to:
 - Highly concentrated, vertical, mixed-use development including residential, office, retail and recreation
 - Frequent, 7 day/week transit service
 - True pedestrian environment
- In Massachusetts, really only viable in Boston and urban core communities



Commuter Rail TOD

- Great benefit for commuter trips in peaks
- Less benefit for off-peak trips if not mixed-use in nature
 - Auto travel for off-peak becomes necessary
 - Connecting bus services can substitute
 - Existing downtowns are most viable
- In Massachusetts, most useful in connection with local bus services



Bus TOD

- BRT services can hold same benefits as rapid transit in urban core
- Smaller cities hold the key to Bus TOD
 - Compact urban centers
 - Existence or creation of appropriately scaled workforce housing
 - Not focused solely on commute trips – provide for the off-peak
- In Massachusetts, potential in Gateway cities and compact towns



The Key to Bus TOD

- Transit in Gateway communities must be designed and funded appropriately for TOD to flourish
- Focus on providing frequent, reliable core service instead of expanding service areas
- Must be accomplished through the state's RTAs
- This can be a solution outside of Boston and eastern Massachusetts



TOD and Transportation Conflicts

- Capacity and fiscal limitations of existing transit network
- Development pressure for new infrastructure, rather than use of existing
- RTA service areas demand/deserve service
- Stranded developments remain too far from other services – diminishes chances for reducing auto dependency



How to Avoid Bad TOD Transit

- Prevent overburdening existing systems with additional urban TOD
- Always include multi-modal connections
 - Keep residents from being forced to use auto for off-peak trips
- Don't focus primarily on commuter trips
- Include a mix of use where possible – employment TOD can be as viable as housing TOD



Discussion

<http://www.mass.gov/massdot>

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